57. Bridge at the Kollampuzha river crossing.

THE REV. MR. K. JOSHUA (*Member, Municipal Council, Attingal*) said that the Kollampuzha river crossing was at an important place, being near the Koikkal temple and the Palace and at the head of the road to Dalavapuram. People coming to the Attingal public offices form Anchutengu, Kadakkavur and other places and nearly 400 children attending the local schools had to cross this ferry daily. About 4,000 people had to pass through this place every day. The ferry boat and the boatman will often be absent and it was inconvenient to ford the stream even in summer. In winter the difficulties experienced were enormous. There was only one boat and that could take only 25 passengers, while the number waiting would be nearly 100. This caused special hardship to women and sometimes led to quarrels. Occasionally, the overloaded boat capsized and deaths occurred. The bridge three miles up the stream on the Quilon-Trivandrum Road was not of use to these people. A bridge or at least a foot bridge should be constructed at that place, and if that was not possible, a motor ferry boat should be provided during the rainy season.

DEWAN'S REPLY: Mr. Joshua, there is already, as you say, a ferry at Kollampuzha. You draw a very harrowing picture of what happens at this particular ferry. But I find it difficult to visualize this particular ferry as different from any other ferry similarly placed in this country. I will come and have a look at the spot some day and then do the needful.

58. Public Works in the Kottarakara Taluk.

MR. RAMAN NILAKANTAN (*Member, Kottarakara taluk*) said that Pulamantodu, which coursed along the western side of over one thousand *paras* of paddy lands, was much deeper than the level of the paddy fields with the result that it was useless for purposes of irrigation. Furthermore, it drained away the little water gathering from natural springs in the fields. The bed of the *todu* could be raised by constructing dams across it in several places. But that would not render it fit for irrigation purposes. For this purpose, people formerly used to cut a small aqueduct from Minpidipara, two miles up the Pulamantodu, and divert the water to the paddy fields. This conduit had become useless and as a result there was no means of irrigating the extensive paddy fields. The aqueduct should be restored or some other work done which would help the cultivation there.

The bridge at Cherupoika on the village road to Kallada should be put in order as early as possible. A bridge across the Kunnattur river on the Kottarakara-Sastankotta road was necessary. The importance of the Sastankotta market grew on account of the road ; but there was considerable difficulty in crossing the river, particularly during the rainy season, and if a bridge were constructed at Karimpinpuzha, the market would develop further.

The village road from Kundara to Puyapalli should be made into a public road. The difficulties of the public for want of a road from Vilangara on the Kottarakara-Velinallur road to meet the Main Central Road were many. The distance covered would be only four miles, but a road there would be of immense use to the people of Ummannur and other places. The opening of a public road connecting Vilangara with the Main Central Road should be sanctioned.

For the Kunnikod-Anchal road, two lines had been surveyed, one passing through Melilla East, Chakkuvarakkal and other places and the other through Melilla West, Talachira and other places. The latter line would be more useful to the people as the former passed through hilly and uninhabited areas and the proposal in regard to the latter course should be finally settled upon.

On account of the damages caused to the bridge at Kunnakara in the recent floods, the channel along the western side of the Kunnakara *ela* had become very deep and unserviceable. It should be put in order as early as possible.

DEWAN'S REPLY : Mr. Raman Nilakantan, in regard to the dam at Minpidipara across the Pulamantodu, an estimate is under preparation and we hope to take up the work next year.

2. In regard to the Cherupoika bridge, an estimate has been called for.

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3. In regard to the bridge at Karimpinpuzha, you have asked for it very reasonably, and I will take it up for very early consideration. I will call for an estimate. A bridge there will be a very expensive matter and its construction will be taken up as you suggest, when more pressing works have been carried out.

4. The roads and other works mentioned by you will also be taken up for consideration.

59. Condition of the Punalur-Vadasserikara Road.

MR. E. T. C. FARR (*Member, South Travancore Planters' Association*) said that the condition of the 11th mile on the Konni-Kumbazha section of the Punalur-Vadasserikara road was fair during 1925; but that the next three miles of the roa were in a deplorable state since June. At one part of the year, the 13th mile was impassable.

In regard to the Kumbazha-Mannarkulanji section, he said that soft earth repairs were carried out on the 15th, 16th and 17th miles. The coating of soft earth taken out from the side drains sometimes made a quagmire of the road and that was the case particularly with regard to the northern approach to the Kumbazha ferry. The metalled section on the 18th and 19th miles required ordinary maintenance.

Next, about the condition of the road from Mannarkulanji to Rajampara take-off, much work had been done and that section of the road had been considerably improved. But the last four furlongs of the first mile and the first four furlongs of the second mile were in the same condition and required attention. The two bridges needed considerable widening, especially the bridge on the 2nd mile of the road.

He appreciated the supply of a *junghar* at Vadasserikara and the attention paid to the section of the road from Vadasserikara to Rajampara take-off and said that, if similar work was carried out next year on the portion remaining to be dealt with, ordinary maintenance should suffice to keep the road in good order.

DEWAN'S REPLY: Mr. Farr, the Chief Engineer reports that an estimate for metalling miles 9 to 16 of the Pattanapuram-Ranni road has been examined. An estimate for repairing miles 12 and 13 has already been sanctioned in the last month and awaits execution.

2. The road from Mannarkulanji to Vadasserikara has been lately improved. But you complain that there is loose sand in the middle of the road. The Chief Engineer admits that there are still some bad portions requiring metalling. An estimate for this will be prepared and the work provided for in the budget for 1102.

60. Means of communication in the Pattanamtitta taluk.

MR. K. M. MATHAI (*Member, Pattanamtitta taluk*) said that the Pattanamtitta taluk was seriously handicapped in the matter of communications. The taluk was isolated from the rest on account of six difficult river crossings without crossing any one of which it was impossible to enter the taluk. It was true that *junghars* were provided; but they were not so useful as might be expected. Sufficient facilities should be provided to make the crossings easily negotiable, particularly the Kaipattur crossing, where a bridge was absolutely necessary. This was promised by Dewan Mr. Raghaviah at the nineteenth session of the Assembly, but nothing had been done towards its fulfilment.

The Mannarkulanji-Kozhencheri road was constructed by the people at considerable expense. The road would be of immense use if a few culverts were constructed and the Government should take up the work early.

The Kaipattur-Kadakkad road which was in a miserable condition and the Mannarkulanji-Perumbazhakadavu road should be metalled and other repairs attended to without delay.

He then requested that the Omallur-Pariyaram road, Peruchal-Utimud road, Ranni-Puvattummudu road, Kumbazha-Kummannur road and the Konnivakayar-Chandanapalli road should be rendered fit for traffic.

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